



## PASSAGE PLAN

Issue: 7

30/12/2016

Area Sec Form W

FBN 28.01

## CARENERO CBM TO PASCAOLA BEKTI

Chart N° or W.H.	SW U. or W.H.	Position WP	Position LatLon	Methods of position fixing		True Course	Engine Speed Rks	Parallel Index		Wkt Water Depth Through the leg	Max Dynamic Draft through the leg (Static Draft + Reduction Factor 0.02)	Net UKC Minimum depth through the leg	ECDIS- SAFETY DEPTH (m)	ECDIS- SAFETY CONTUR (m)	ECDIS- PORT WKT (NM)	
				Primary Position	Secondary Position			Latitude	Longitude	Eccentric referenc e						
2184	III	0	088638.000 N 065557.000 W	VISRAO	GPS	088638.000 N 065557.000 W	XXX	8.0	Wkt SW Chart	18894.8	14.9	14.88	9.88	5.32	9.5	>= 8.5
2193	III	1	088637.700 N 065557.000 W	VISRAO	GPS	088637.700 N 065557.000 W	088637.700 N 065557.000 W	8.0	Wkt SW Chart	18894.8	18.0	18.48	9.72	8.78	13.8	>= 13.8
2183	I	2	088637.500 N 065557.000 W	VISRAO	GPS	088637.500 N 065557.000 W	088637.500 N 065557.000 W	8.0	Wkt SW Chart	18718	17.8	17.82	10.02	8.98	14.1	>= 14.1
2183	I	3	088637.300 N 065557.000 W	VISRAO	GPS	088637.300 N 065557.000 W	088637.300 N 065557.000 W	8.0	Wkt SW Chart	18838	17.8	17.82	10.02	8.98	14.1	>= 14.1
1888	I	4	088637.100 N 065557.000 W	VISRAO	GPS	088637.100 N 065557.000 W	088637.100 N 065557.000 W	8.0	Wkt SW Chart	18018	17.8	17.82	10.02	8.98	14.1	>= 14.1
4042	I	5	088636.900 N 065557.000 W	VISRAO	GPS	088636.900 N 065557.000 W	088636.900 N 065557.000 W	8.0	Wkt SW Chart	18879	17.8	17.82	10.02	8.98	14.1	>= 14.1
4048	I	6	088636.700 N 065557.000 W	VISRAO	GPS	088636.700 N 065557.000 W	088636.700 N 065557.000 W	8.0	Wkt SW Chart	10362	17.8	17.82	10.02	8.98	14.1	>= 14.1
2183	I	7	088636.500 N 065557.000 W	VISRAO	GPS	088636.500 N 065557.000 W	088636.500 N 065557.000 W	8.0	Wkt SW Chart	8203	17.8	17.82	10.02	8.98	14.1	>= 14.1
3837	I	8	088636.300 N 065557.000 W	VISRAO	GPS	088636.300 N 065557.000 W	088636.300 N 065557.000 W	8.0	Wkt SW Chart	299	17.8	17.82	10.02	8.98	14.1	>= 14.1
4042	I	9	088636.100 N 065557.000 W	VISRAO	GPS	088636.100 N 065557.000 W	088636.100 N 065557.000 W	8.0	Wkt SW Chart	2279	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	I	10	088636.000 N 065557.000 W	VISRAO	GPS	088636.000 N 065557.000 W	088636.000 N 065557.000 W	8.0	Wkt SW Chart	819	17.8	17.82	10.02	8.98	14.1	>= 14.1
3838	II	11	088635.900 N 065557.000 W	VISRAO	GPS	088635.900 N 065557.000 W	088635.900 N 065557.000 W	8.0	Wkt SW Chart	179	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	12	088635.800 N 065557.000 W	VISRAO	GPS	088635.800 N 065557.000 W	088635.800 N 065557.000 W	8.0	Wkt SW Chart	163	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	13	088635.700 N 065557.000 W	VISRAO	GPS	088635.700 N 065557.000 W	088635.700 N 065557.000 W	8.0	Wkt SW Chart	145	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	14	088635.600 N 065557.000 W	VISRAO	GPS	088635.600 N 065557.000 W	088635.600 N 065557.000 W	8.0	Wkt SW Chart	83	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	15	088635.500 N 065557.000 W	VISRAO	GPS	088635.500 N 065557.000 W	088635.500 N 065557.000 W	8.0	Wkt SW Chart	78	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	16	088635.400 N 065557.000 W	VISRAO	GPS	088635.400 N 065557.000 W	088635.400 N 065557.000 W	8.0	Wkt SW Chart	73	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	17	088635.300 N 065557.000 W	VISRAO	GPS	088635.300 N 065557.000 W	088635.300 N 065557.000 W	8.0	Wkt SW Chart	68	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	18	088635.200 N 065557.000 W	VISRAO	GPS	088635.200 N 065557.000 W	088635.200 N 065557.000 W	8.0	Wkt SW Chart	63	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	19	088635.100 N 065557.000 W	VISRAO	GPS	088635.100 N 065557.000 W	088635.100 N 065557.000 W	8.0	Wkt SW Chart	58	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	20	088635.000 N 065557.000 W	VISRAO	GPS	088635.000 N 065557.000 W	088635.000 N 065557.000 W	8.0	Wkt SW Chart	53	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	21	088634.900 N 065557.000 W	VISRAO	GPS	088634.900 N 065557.000 W	088634.900 N 065557.000 W	8.0	Wkt SW Chart	48	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	22	088634.800 N 065557.000 W	VISRAO	GPS	088634.800 N 065557.000 W	088634.800 N 065557.000 W	8.0	Wkt SW Chart	43	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	23	088634.700 N 065557.000 W	VISRAO	GPS	088634.700 N 065557.000 W	088634.700 N 065557.000 W	8.0	Wkt SW Chart	38	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	24	088634.600 N 065557.000 W	VISRAO	GPS	088634.600 N 065557.000 W	088634.600 N 065557.000 W	8.0	Wkt SW Chart	33	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	25	088634.500 N 065557.000 W	VISRAO	GPS	088634.500 N 065557.000 W	088634.500 N 065557.000 W	8.0	Wkt SW Chart	28	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	26	088634.400 N 065557.000 W	VISRAO	GPS	088634.400 N 065557.000 W	088634.400 N 065557.000 W	8.0	Wkt SW Chart	23	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	27	088634.300 N 065557.000 W	VISRAO	GPS	088634.300 N 065557.000 W	088634.300 N 065557.000 W	8.0	Wkt SW Chart	18	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	28	088634.200 N 065557.000 W	VISRAO	GPS	088634.200 N 065557.000 W	088634.200 N 065557.000 W	8.0	Wkt SW Chart	13	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	29	088634.100 N 065557.000 W	VISRAO	GPS	088634.100 N 065557.000 W	088634.100 N 065557.000 W	8.0	Wkt SW Chart	8	17.8	17.82	10.02	8.98	14.1	>= 14.1
3831	II	30	088634.000 N 065557.000 W	VISRAO	GPS	088634.000 N 065557.000 W	088634.000 N 065557.000 W	8.0	Wkt SW Chart	3	17.8	17.82	10.02	8.98	14.1	>= 14.1



# TIDAL PREDICTION

## SIMPLIFIED HARMONIC METHOD

PLACE : PUNTA CARENERO		A.T.T. 2520																							
DATE : 06/15/2017		TIME ZONE : 4																							
<b>ADMIRALTY TIDE TABLES (PART III)</b>																									
Seasonal Correction	0.00	Zo =	1.01																						
	M2	S2	K1																						
g =	138	168	189																						
H =	0.81	0.24	0.13																						
F4 =	250	F4 =	0.04																						
f6 =	0.00	F6 =	0.00																						
<b>ADMIRALTY TIDE TABLES (TAB VII)</b>																									
	M2	S2	K1																						
A	125	355	190																						
F	0.93	0.76	1.18																						
<b>TIDE GRAPH</b>																									
HEIGHT	0.00	0.20	0.40	0.60	0.80	1.00	1.20	1.40	1.60	1.80	2.00														
LOCAL TIME	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

# TIDAL PREDICTION

## SIMPLIFIED HARMONIC METHOD

PLACE : PASCAGOULA		A.T.T. 2605a																																																										
DATE : 06/21/2017		TIME ZONE : 5																																																										
<b>ADMIRALTY TIDE TABLES (PART III)</b> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <td>Seasonal Correction</td> <td>0.00</td> <td>Zo =</td> <td>0.27</td> </tr> <tr> <td></td> <td>M2</td> <td>S2</td> <td>K1</td> <td>O1</td> </tr> <tr> <td>g =</td> <td>016</td> <td>030</td> <td>318</td> <td>314</td> </tr> <tr> <td>H =</td> <td>0.03</td> <td>0.03</td> <td>0.17</td> <td>0.16</td> </tr> <tr> <td>f4 =</td> <td>000</td> <td>F4 =</td> <td>0.00</td> </tr> <tr> <td>f6 =</td> <td>000</td> <td>F6 =</td> <td>0.00</td> </tr> </table>					Seasonal Correction	0.00	Zo =	0.27		M2	S2	K1	O1	g =	016	030	318	314	H =	0.03	0.03	0.17	0.16	f4 =	000	F4 =	0.00	f6 =	000	F6 =	0.00																													
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**M.T. ISOLA CORALLO**  
**CONTEMPLATED PASSAGE PLAN**  
**VOY 91 B FROM CARENERO TO PASCAGOULA**

**PASSAGE PLANNING NOTES & GUIDELINES**

**GENERAL INFORMATION:**

Proposed planning & courses are laid off on the appropriate charts, as well as each leg of the "Way Points" is entered & programmed on the "GPS- NAVIGATOR". At various stages on the passage, O.O.W. are required to employ "PARALLEL INDEXING" techniques wherever laid off on the chart. Following below are the NAVIGATIONAL WATCH LEVELS.

**LEVEL 1 OFFICER ON WATCH AND LOOKOUT**

**LEVEL 2 MASTER, OFFICER ON WATCH, WHEELMAN AND LOOKOUT**

**LEVEL 3 MASTER, PILOT, OFFICER ON WATCH, WHEELMAN AND LOOKOUT**

Vessel having British Admiralty Publications and automatic updating services through M/S "CAIMS" of Italy for these publications which ensure all charts and publication assembled for passage planning are corrected to the latest available "NOTICES TO MARINERS" ( for this voyage Voyage charts corrected up to N.T.M. 23 /17 and Publications corrected up to N.T.M. 23 /17) and in addition navigational warnings through navtex and other means were also gathered and marked / plotted / inserted all charts and publications where applicable . Before departure from any port, vessel should inform Port Authority that monitoring all vessels inside the Port and Anchorage for proper clearance for going out of the port limits.

**CHARTS AND PUBLICATIONS REQUIRED FOR THE VOYAGE:**

Following publications & charts were used to extract information for the contemplated passage plan:

- ✓ Adm. List Of Sailing Directions: NP 69A, 70, 7A
- ✓ Adm. List Of Lights: NP 82
- ✓ Alrs: Vol. 281(2) , 282, 283(2) , 284,285, 286 (S), 286(7)
- ✓ Adm. Tide Tables: VOL 2
- ✓ Ocean Passages Of The World: Np 136.
- ✓ Guide To Port Entry.VOL 2, VOL 4
- ✓ Symbol And Abbreviation: Chart 5011
- ✓ Notice To Mariner : 23/17
- ✓ All Charts ( T & P correction applied ) and publications are corrected upto the latest NTM 23 /17

**GENERAL APPRAISAL:**

The necessary information about distances and ETA's and vessel's info. is provided on first page of this passage plan .

The present passage is form carenero to pascagoula .Legs considerations were given to weather, navigational proximities, traffic density, , local (coastal state) and international regulations, prevailing sea and visibility conditions that are expected in areas as the passage progresses. Monitor the weather and the atmospheric pressure all the times. Take the weather fax at least every watch. Secure all the water tight doors and close all the vents on deck. Vessel may get rough weather and heavy swell as well as rolling and pitching. Monitor the Barometer pressure all the time and any change in the Barometer pressure more than 3 mb inform Master.

## **WEATHER NAVTEX STATIONS AND FAX SERVICES:**

The weather Fax obtained from the following stations:

> boston

### **NAVTEX STATIONS:**

Curacao (H) & New Orleans (G)

Nav Areas selected on EGC:

> NAV AREA – IV

Officer on watch been instructed to obtain regular weather reports from above stations However weather fax to be obtained regularly.

The sections of the " Sailing Directions", "List of Radio Signals", "List of Lights", "Guide to Port Entry" and " Tide Tables" for this contemplated passage are book-marked and tide times and other info ascertained and displayed at chart table. Times and heights are displayed to give an idea of under keel clearance( Please see the separate sheet under heading SQUAT CALCULATION), the set and drift which may be encountered in areas for which these information are extracted.

The shortest safe and practicable routes are chosen, see the separate sheet of FORM for courses distances and waypoints etc.

## **PLANNING:**

**OVERVIEW:** arrival port is Pascagoula, usa

**LOCATION:** in gulf of mexico, Mississippi state. USA

**RESTRICTIONS:** max allowable draft in Pascagoula channel is 39 ft

**APPROACHES:** VSL WILL APPROACH FROM PASCAGOULA BAR CHANNEL UNDER PILOTAGE

**PILOTAGE:** vsl have to contact Pascagoula plt on vhf ch 16/13 & ask for berthing /anchoring prospects

Vessel will change over into LSMGO before entering ECA area. Total steaming distance in ECA area is 280 miles upto berth,. For Plotting position ample radar conspicuous and visual targets are available. Plot positions as per marked interval and use parallel indexing whenever possible.

Vessels advised to be vigilant while at anchor or at the time of arrival or departure. Vsl have to follow safety fairway while approaching Pascagoula.Vsl will take LSMGO & HSFO bunker on arrival Pascagoula. Vsl will do ballast exchange while 50 nm away from coast stn & depth more than 200 mtrs ( as marked on chart)

## **EXECUTION:**

In order to execute the above contemplated passage plan it is essential that all the watch keepers should follow the plan as derived & discussed. If any flaw or impracticality noticed as the passage progresses it should be brought to the notice of Master immediately so as to work out new strategy & approach to resolve the ambiguity.Besides compliance on above plan please do not forget the prime importance of "standing orders" & "bridge procedure guidance" as stipulated in their respective manuals.Master will be issuing standing orders on day to day basis also, as & when necessary in order to execute the plan efficiently.

## **MONITORING:**

The close & continuous monitoring of M.T ISOLA CORALLO'S progress along the pre-planned track is essential for the safe conduct of the passage. If the officer of the watch is ever in any doubt as to the position of the vessel or the manner in which the passage is proceeding he should immediately call the Master & if, necessary, take appropriate action he may think necessary for the safety of the vessel.

The performance of the navigational equipment should always be monitored & be checked prior to sailing, prior to entering restricted or hazardous waters & at regular & frequent intervals at other times throughout the passage.

It has been mentioned earlier also & once again stressed that when pilot on board & vessel is under his advise it does not relieve the officer on watch of their duties & obligations for the safety of the ship. The officer of watch should co-operate closely with the pilot to assist him where possible & to maintain an accurate check on vessels position & movements.

If the officer of watch becomes unsure of the pilot's actions or intentions, he should seek clarification &, if still in doubt, should inform the master immediately & take the necessary action before the master arrives on the bridge.

## **BON VOYAGE...!!!**

<p><u>PREPARED BY</u> <b>SECOND OFFICER</b>  <b>SUJEET KUMAR</b> <b>CH/OFF</b>  <b>AMIT MISHRA</b></p>	<p><u>APPROVED BY</u> <b>MASTER</b>  <b>CAPT. KENNETH SEQUEIRA</b></p>
	<p><b>3 RD OFF</b>  <b>ADARSH MISHRA</b></p>

